

TONOPAH DAILY BONANZA

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WHO WERE RIGHT?

In view of the statement that coal miners in the west are being laid off for want of a demand for their product the thoughts of consumers will revert to the days when the nation was suffering the pangs of blizzard weather with empty coal bins, when stores and factories were closed and fighting plants running on short hours that the fuel supply of the nation might be conserved for domestic purposes. At that time the coal miners included in their demands a thirty-six-hour week at which consumers and operators raised their hands in horror. Shortly after it developed that what the miners demanded was a sufficient tonnage to keep them employed for the basis of a thirty-six-hour week as their leaders estimated that with that daily labor every member would be employed steadily and there would not be any fat or lean periods during which the miner would starve for months at a time and then be rushed to the verge of sickness for the ensuing month. The miners asked to have the hours stabilized on the basis of an annual consumption with regular employment in the mines throughout the year. That certain mines in the northwest should be compelled to suspending owing to the existence of a surplusage backs up every claim of the workers and solves one of the complex features which the operators used to prejudice the public against the miners.

Approval of the United Mine Workers of America of the terms of settlement of the coal strike by the national officers was very decisive. President Lewis and Secretary Green made very effective pleas that the organization could not be placed in the position of fighting the government and the sentiment of the convention was unmistakably against action that might be construed as defiance. What is even more important to the public is the fact that the delegates went on record as opposed to any step that might lead to another strike if the report of the president's commission is not satisfactory. The motion to approve the action of the officers carried with it a declaration that whatever award may be made will be accepted by the miners. On the other hand the operators have not evinced the same conciliatory spirit since in places they have added the extra wage without asking permission from the coal administration and acting in perfect defiance of the government.

SOUTHERN PACIFIC GREED.

For the purpose of economy the Southern Pacific would like to see the night train out of Tonopah cancelled and its place taken by a train that would fit in better with the operation of the main line. The company would prefer to treat the people of southern Nevada as patrons living on a jerkwater stub line which could be handled to suit the convenience of the company, regardless of the wishes of the travelers. To carry their point the Southern Pacific has treated the people of Tonopah and Goldfield in a manner that would have justified these people in rising up as one man and mobbing the management which is responsible for the rotten train service to the connection with the Tonopah & Goldfield railroad. To disgust travelers with night trains the cars have been allowed to lapse into a state of filth that would make a decent hog sick at the stomach if compelled to put up with the facilities offered men and women who pay the highest railroad rates exacted on the western continent. The cars have been run without lights or water and no effort was made to clean them up from the moment they left the Oakland Mole to the hour of arrival in Tonopah, representing a lapse of thirty-six hours. The cars were seldom fed or watered, the gas tanks were allowed to go empty and old fashioned stearine candles were substituted for the Pintsch illumination. The toilets were not flushed during the journey and the close, stifling, sickening atmosphere covered the floors with the reek of belching from suffering men, women and children whose stomachs revolted at the deadly stench. The sleeping car service was not much better; if anything, it was worse, owing to the greater number of toilets and the more congested state of the car. The railroad administration as applied to operating trains between Tonopah and San Francisco has been guilty of every abomination against decency and, if the business was not so insistent and there was competition the cars would have run empty. The railroad wants to operate all daylight trains to avoid the slightly increased cost of overtime entailed at the few stations along the line where a few simple readjustments would result in giving all employees an eight-hour shift and compel none of them to draw down extra pay. Better management would result in a better distribution of labor. The night service out of Tonopah has been of great advantage to business men having engagements here which they could fill after arriving in the morning and clear up all appointments so that they might leave on the return journey by the evening train. The railroad management reports that drummers will not stop over between Hazen and Mina owing to the unseemly hours at which trains arrive and depart but this argument will not stand the probe for a test would probably disclose that the drummer out on the few towns in Mineral and Lyon counties after the smelter closed and business fell off to a negligible quantity.

The summer will be here soon and the old drawback of riding over the desert in the hot dusty days will bring out a storm of protests against the service which was changed to the night schedule on the fact that travel was diminished due to the many discomforts. The public service commission should bear this in mind coupled with the desire to accommodate the greatest number of patrons. The trains in both directions would run almost empty if it were not for the travel from Tonopah and Goldfield.

If we make a separate peace with Germany we may be able to compel her to cede Vice Berger's congressional district to the United States.

April 1 would have been the right date to pick for turning the railways back to their owners in view of what has been done to them by the present national administration.

FIRE CRIPPLES VETERAN SHIP

(By Associated Press.)
NEW YORK, Jan. 22.—The passenger steamship St. Louis, with a record of having served with distinction through two wars in which the United States was a belligerent, and in the interval carrying passengers across the Atlantic under the American flag, is now a blackened hull, the victim of a fire started by a painter's torch.

The big ship was being reconditioned at a shipyard for service after her second honorable discharge from the "colors" when the accident took place. Her owners, the American line, say she can be repaired, but it will mean practically rebuilding her and it is a task of many months.

The St. Louis was christened by Mrs. Grover Cleveland. Her construction and launching was an epoch in American shipbuilding in that she was the first "ocean greyhound" to be built in this country. She made her first voyage in June of 1895. Under a contract with the American government she was contrasted with the fast mail of England and Europe.

Under command of Captain W. Goodrich, U. S. N., she was equipped with heavy guns as an auxiliary cruiser in the Spanish-American war. Her first adventure of note was when she was ordered to cut the cable between Santiago de Cuba and Kingston, Jamaica. Running up until she was under the direct fire of the guns of Morro Castle, American gunners sent back shot for shot and succeeded in silencing all but the mortar batteries of the fortress, while sailors were fishing out and cutting the cable line.

On June 15, 1898, she captured the British freighter Twickenham which was taking a cargo of coal into Santiago presumably to be used for the Spanish fleet. She was off that port when Admiral Cervera made his dash for the open sea, and she brought to Portsmouth, N. H., the captured Spanish Admiral and 746 members of the crews of his defeated fleet.

In 1917 when the United States joined the war against Germany, the St. Louis was one of the first American passenger ships to be armed and to defy the German submarines and mines. She had many narrow escapes, and once was actually hit by a torpedo but without serious damage. She carried to and from France thousands of American soldiers and she was one of the last ships to be released from war duty to return to pursuits of peace.

CHINESE PLAN NEW UNIVERSITY

(Correspondence of Associated Press.)
SHANGHAI, Dec. 26.—An industrial university to cost \$5,000,000 will be erected in Shanghai if the plans of Chinese educators and industrial leaders are attained. The idea was suggested by Professor C. W. Woodworth, of the University of California, one time a lecturer at Nanking university.

It is intended to conduct the university on American lines, with equipment and instructors from the United States. A novel feature of the proposed university will be the incorporation in it of a complete cotton mill which will employ its students and require them to perform productive toil as well as school work. Three leading Chinese of Shanghai have gone to the United States to visit schools and obtain ideas for the establishment of the university.

ADVERTISING RATES SHOULD BE INCREASED

Widespread movements to raise advertising rates are reported from newspapers all over the country. The newspapers felt the rise in prices as quickly as anyone, but they have been rather slow to demand corresponding advances in income. Some publishers have taken too modest a view of their own importance. If they are printing good newspapers their product is just as essential to the community as any thing else. The people will never be satisfied to dispense with newspapers. The business men can't without seeing their home towns go down and their business decline.

If all business men realized the use they might make of advertising to draw in new trade, many newspapers could be successfully financed without much increase in rates. Still there are many that have always sold their space far below its real worth. They could serve their communities better if they placed themselves on a more independent basis.—E.S.

EGGS IN BERLIN

(Correspondence Associated Press.)
BERLIN, Jan. 5.—The price of eggs in Berlin now is higher than in Paris in the siege of 1870. They are selling here at 2 1/2 marks each.

A long felt want. The Bonanza has printed and bound a fresh lot of location certificate books. Just what you want when you go out. The only way to preserve an absolute record of your claims.

ACTIVE CLASSES IN SEDITION

NEW YORK, Jan. 21.—Agents of the joint legislative committee investigating seditious activities have discovered that Young People's Socialist leagues to teach communism have been formed in all the important cities of New York state, says Deputy Attorney General Berger. In Rochester and some upstate centers, he declared, Junior leagues have been organized to sow the communist seed among children.

"The committee's investigators have discovered in Rochester and some other important centers up state that the Young People's Socialist league, an offshoot of the socialist party of America and commonly called 'Ypsels,' has aligned itself with the communists and is devoting its time and attention to spreading the principles of communism," Mr. Berger said.

"The investigators have discovered that the 'Ypsels' have formed Junior leagues of girls and boys between 12 and 16, to teach them the principles of communism. There is evidence to indicate that a large part of this instruction is given in schools conducted on Sundays, some of which are called 'Sunday schools.'"

"Those whose memory extends back further than a day will recall that during the war the 'Ypsels' were quite prolific in teaching and encouraging young men to become conscientious objectors. Their leagues are all over the state, in all the important cities."

To encourage the dominion linen industry the Canadian government provides for bounties to the amount of \$75,000, payable in three annual installments of \$25,000 each, for the production of linen yarns from home grown flax.

To the question as to what Christianity really is, put recently to men in the British army and navy, there was a general tone of vagueness in the replies. Most of the answers were materialistic, while the average man could not define Christianity.

A NEW INVENTION

The Colon Motor

A mechanical massage-motor for vitalizing and stimulating the colon muscles and vital organs, giving immediate relief and permanent benefit. Free to members.

FIREMEN'S GYM

Membership \$1.00 per month. Baths included.

NOTICE TO MOOSE

Secretary at Firemen's Gym
Telephone 1802

AGED RANCHER KILLS HIMSELF.

Pete Anderson, a resident of Washoe county for forty years, committed suicide in his cabin at his ranch on Arlington avenue in Reno Monday night by cutting his throat with a razor. He was found Tuesday morning by Tom Riley.

Anderson was sixty-three years old and a native of Southern Denmark, coming to this country when a young man. It is thought that Anderson was temporarily insane. He was discovered in bed with his throat cut and the razor was found in a pool of blood on the floor near the bed.

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FRUITS AND VEGETABLES

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Outfit for the Hills

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Daily Except Sunday
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GOLDFIELD WITH T. & G. FROM
TONOPAH, 8:35 A. M.
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Monday, Thursday and Saturday
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Leave Tonopah 8:35 a. m. Arrive Tonopah 7:25 p. m.

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JOE IBERT

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ALL KINDS OF SANDWICHES 25c

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FULL LINE OF SOFT DRINKS

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